

120 USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

SECRET

0020Z 17 DEC 1964

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TOR: 0152Z 17 DEC 1964

ROUTING INT

ROUTING

1		9
2		10
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PRIORITY

IN 63094

PRIORITY

INFO

CITE

25X1A

OXCART

FLTEST OPS

25X1A

1. ARTICLE 131 MADE FLIGHT 31 ON 16 DEC 64,

TAKE OFF AT 1007 FOR 1 HOUR AND 1 MINUTE. MISSION SYSTEM G
TEST. GROSS WEIGHT 110,000 POUNDS, C.G. 20.9, TAKEOFF DISTANCE
6700 FEET, TAKEOFF SPEED 224 KNOTS, TEMPERATURE 24 DEGREES, WIND
CALM. MAXIMUM SPEED 3.04 MACH, MAXIMUM ALTITUDE 82,000 FEET.
TIME OVER 2.0 MACH 45 MINUTES, TIME OVER 2.6 MACH 15 MINUTES,
TIME OVER 3.0 MACH 10 MINUTES.

2. ENGINE START NORMAL. DURING RUNUPS LEFT ENGINE NOZZLE
FLUCTUATED 3 TIMES, STABILIZED AT 728 DEGREES. FUEL FLUCTUATED 200
POUNDS, 3 SECOND PERIOD. RIGHT ENGINE TRIMMED DOWN TO 720 DEGREES.
MA-1 COMPASS OFF 8 - 10 DEGREES. AFTER TAKEOFF CLIMB UNDER TUNNEL
RIGHT BURNER SLOW TO LIGHT. VOR/COMPASS MISMATCH CAUSED NAV
PROBLEM. MIKE BUTTON ON HANDGRIP WAS STICKING. TRIMMED BOTH
EGTS UP AND DOWN DURING ACCELERATION. DURING ACCELERATION
1000 POUND SURGE L HYDRO NOMINAL 200 POUND FLUCTUATION.
TURBULENCE 55,000 FEET. ACCELERATION THROUGH TURN AT 3.0 MACH

USAF review(s)
completed.

Approved For

SECRET

Release 2004/05/13 : CIA-RDP89B00980R000300060044-8

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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S E C R E T

[REDACTED] (IN 63094)

PAGE 2

25X1

L AND R CIP'S 8.5. OVER [REDACTED] AT 5.0 MACH R CIP BLED FROM 8.5 TO 4.5. HOLDING L RUDDER PILOT SUSPECTED AB BLOWOUT, REDUCED TO MILITARY RE-LITE AB, R CIP REMAINED 4.5, R FUEL FLOW 5000 POUNDS LESS THAN L. DESCENDED TO 77,000 FEET, WENT TO COOL ON G SYSTEM. OPENED BY-PASS DOORS THEN STARTED CLOSING WITH NO EFFECT ON CIP MISMATCH. OPERATED RIGHT SPIKE SWITCH CAUSING ENGINE ROUGHNESS. WENT SPIKE AUTO DESCENDING. AT 2.1 MACH WENT TO MILITARY, TURNED ON M.F. NO HYDRO FLUCTUATIONS. AT 1.9 MACH WENT BURNER ON BOTH ENGINES CIPS BOTH AT 5. ACCELERATING R CIP STAYED LOW. R FUEL FLOW 5000 POUNDS LOWER THAN L. CAME OUT OF BURNER. HEAVY JOLT FELT IN AIRFRAME. [REDACTED]

25X1A

3. LANDING NORMAL, CHUTE NORMAL. POST FLIGHT INDICATED POSSIBLE MALFUNCTION BY-PASS DOOR CIRCUIT.

END OF MSG

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